

ROYAL NAVAL DIVISION.
PUNTO SERRAVALLO.
THE ADMIRALTY have given
Official permission for issuing a
Certificate of 1st class, valid for
entry into the Royal Dock at
Sunderland, and will issue
together as a Unit.
Training is now going forward.
Applicants desiring to earn should
apply at once to
ROYAL NAVAL DIVISION,
6, 7 and 8, Old Road, Tipton, W.
God Save The King.

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom.

DURESCO.
The Colourwash which lasts
ten times longer.
Shade Card submitted upon
application.
ALEX. ROSS & Co.,
Sole Agents.

No. 18,016.

號六十零千八萬一第

日六初月正年辰丙

HONGKONG, TUESDAY, FEBRUARY 8th, 1916.

二拜禮

八月二年五國民華中

PRICE, \$3 PER MONTH.

THE HOME MAILS.

TO ARRIVE.
Feb. 9th.—Europe (via Negapatam), per
s.s. ATLANTIQUE.
Feb. 10th.—Europe (via Siberia), per s.s.
SARDINIA.
TO DEPART.
Feb. 8th.—Europe via Siberia, at 8 p.m.,
per s.s. ANHUI.
Feb. 9th.—Europe via Siberia, at 6 p.m.,
per s.s. ATLANTIQUE.
Feb. 10th.—Straits, Ceylon, Durban, Cape
Town, Tenerife and London, at
11 a.m., per s.s. AZURA MARU.
Feb. 10th.—Europe via Siberia, at 3 p.m.,
per s.s. SINKIANG.
Feb. 11th.—Straits, Burmah, Ceylon, Ade-
laide, Western Australia, India,
Aden, Egypt and Europe, at 2
p.m., per s.s. SARDINIA.
Feb. 12th.—Europe via Siberia, at 11 a.m.,
per s.s. CHINA.
Feb. 12th.—Shanghai, North China, Japan
via Nagasaki, Honolulu, United
States, North-South America,
Canton via San Francisco and
United Kingdom via Canada,
at 11 a.m., per s.s. CHINA.

N.B.—For further returns and for Mails to
and from the Coast Ports, Manila,
Siam, etc., see the Post Office Notice
on the last page of this issue.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net.
In Bags 250 lbs. net.
BREWSTER, TOMES & Co.,
General Managers.
Hongkong, 9th December, 1914. 119

PEAK TRAMWAY COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.		Every 15 minutes.
1.00 a.m.	to 8.00 a.m.	10 "
8.00	" 11.00	15 "
11.00	" 12.45 p.m.	15 "
12.45 p.m.	" 1.15	10 "
1.15	" 1.45	15 "
1.45	" 2.15	10 "
2.15	" 3.00	15 "
3.00	" 8.10	10 "
NIGHT CASE.		Every 15 minutes.
8.00 p.m.	to 9.00 p.m.	10 "
9.00	" 11.00	15 "
11.00	" 11.45 p.m.	15 "
SUNDAYS.		Every 15 minutes.
7.45 a.m.	to 10.30 a.m.	10 "
10.30	" 11.00	15 "
11.00	" 12.00 noon	15 "
12.00 noon	" 1.00 p.m.	10 "
1.00 p.m.	" 5.00	15 "
5.00	" 8.00	10 "
8.00	" 9.00	15 "
9.00	" 8.10	10 "

SATURDAY.
Extra Car at 12 Midnight.
SPECIAL CARS by arrangement at
the Company's Office, Alexandra Buildings,
Des Voeux Road Central.
Season and punch tickets available for all
cars not already full running at the time
stated in this Company's time tables, but
not for special cars, can be obtained on
application at the Company's Office. No
Season ticket will be issued until payment
thereof has been made in Bank Notes or
by Cheque or Compost order represent-
ing Bank Notes.
(JOHN D. HUMPHREYS & SON,
General Managers.)
Hongkong 15th June, 1915. 185

FOR SALE.
POSTAGE STAMP
CATALOGUES
FOR
1916.
GRACA & CO.,
No. 4, WYNDHAM STREET.
Hongkong, 6th January, 1916. 120

SAVOY HOTEL.
21, BROADWAY, SHANGHAI, CHINA.

THE BEST MEDIUM-PRICED HOTEL
in the City. Near to everywhere, and
providing all modern conveniences.

American or European Plan.
Rates \$4 and \$5 per day.
Special terms to monthly guests.
Cable address SAVOY. Telephone No. 2510.
S. A. BIDDLE, Manager. 83

MITSU BISHI DOCKYARD AND ENGINE WORKS.

A.I., A.B.C., WESTERN UNION, ENGINEERING AND BATTERY CODES USED.
Holders and Repairs of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Compound Condensers, Steam Manganese, Bronze Castings,
Person's Steam Turbines and Turbo-Alternators, etc., etc.

NAGASAKI.
TELEGRAPHIC ADDRESS—"DOCK," NAGASAKI.
GRAVING DOCKS AND PATENT SLIP.
Docks No. 1. Dock No. 2. Dock No. 3.
Length on Keel Blocks ... 510 feet 350 714 feet.
Width of Entrance on bottom ... 77 " 53 88 "
Water on Blocks at Spring Tide ... 25 " 24 24 "
PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
The Salvage Steamer "OURA MARU," 716 tons and 12 knots.
Two Floating Cranes of 80 and 30 tons each, besides 150 tons Giant Crane.

KOBE.
[TELEGRAPHIC ADDRESS—"DOCK," KOBE.]
FLOATING DOCKS.
Lifting Power ... No. 1. 7,000 tons. No. 2. 12,000 tons.
Max. Length of Ship taken in ... 400 feet. 530 feet.
Max. Breadth of Ship taken in ... 68 " 68 "
Max. Draft of Ship taken in ... 23 " 26 "
The Salvage Steamer "ABIMA MARU," Pumping capacity per hour 3,000 tons.

HIKOSHIMA (Near Shimoda).
[TELEGRAPHIC ADDRESS—"DOCK," SHIMODA.]
GRAVING DOCK.
Length on Keel Blocks ... 368 feet 0 inch.
Breadth at Entrance on bottom ... 56 " 0 "
Depth of Water on Blocks at Spring Tide ... 25 " 7 "
Floating Crane capable of lifting 20 tons weight.
THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS
are closely connected with each other, enabling them to co-operate in the prompt execution
of work and to suit the convenience of customers.
Any Orders will be promptly attended to and Estimates sent on application. 178

THE KAILAN MINING ADMINISTRATION.

KAIPING COAL:

Now well-known throughout the East for
STEAM RAISING, FORGING, STEEL MAKING, SHIPS'
BUNKERS AND HOUSEHOLD PURPOSES.

KAIPING COKE:
Competes with the best quality English Coke for
FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.
HIGHEST FIREBRICKS GRADE

FIRECLAY.
STOCK ALWAYS ON HAND.
OFFICE: QUEEN'S BUILDINGS, HONGKONG. TEL. AND: MAISHAN, HONGKONG
TELEPHONE No. 1030.

DODWELL & CO., LTD.,
Hongkong, 1st October, 1914. AGENTS. 138

SOUTH MANCHURIA RAILWAY.

TRAVERSING THE NEWEST AND MOST INTERESTING COUNTRY
OPENED TO THE TOURIST AND HOLIDAY-MAKER.

THE SHORTEST, QUICKEST, AND CHEAPEST ROUTE BETWEEN THE
FAR EAST AND EUROPE IS STILL VIA THE
SOUTH MANCHURIA RAILWAY.

Time-Table from May 1st, 1915, until Further Notice

Owing to the War the THIRTEEN-WEEKLY EXPRESS TRAIN SERVICE has been
temporarily suspended, and a ONCE WEEKLY EXPRESS TRAIN SERVICE, composed
of excellently equipped Dining and First and Second Class Sleeping Carriages, operated between
Dairen and Changchun in connection with the Trans-Siberian Express Trains and with
Dairen-Seiton (Tientsin) Shanghai Mail Steamer Service by the S.S. "SAKAKI MARU"
and "KOBE MARU" (each equipped with wireless telegraph) as follows:

NORTH BOUND.		SOUTH BOUND.	
1st Class Pass.	Shanghai (S.M.R. Station) to Dairen	1st Class Pass.	Dairen to Shanghai (S.M.R. Station)
2nd Class Pass.	Shanghai (S.M.R. Station) to Dairen	2nd Class Pass.	Dairen to Shanghai (S.M.R. Station)
3rd Class Pass.	Shanghai (S.M.R. Station) to Dairen	3rd Class Pass.	Dairen to Shanghai (S.M.R. Station)
4th Class Pass.	Shanghai (S.M.R. Station) to Dairen	4th Class Pass.	Dairen to Shanghai (S.M.R. Station)
5th Class Pass.	Shanghai (S.M.R. Station) to Dairen	5th Class Pass.	Dairen to Shanghai (S.M.R. Station)
6th Class Pass.	Shanghai (S.M.R. Station) to Dairen	6th Class Pass.	Dairen to Shanghai (S.M.R. Station)
7th Class Pass.	Shanghai (S.M.R. Station) to Dairen	7th Class Pass.	Dairen to Shanghai (S.M.R. Station)
8th Class Pass.	Shanghai (S.M.R. Station) to Dairen	8th Class Pass.	Dairen to Shanghai (S.M.R. Station)
9th Class Pass.	Shanghai (S.M.R. Station) to Dairen	9th Class Pass.	Dairen to Shanghai (S.M.R. Station)
10th Class Pass.	Shanghai (S.M.R. Station) to Dairen	10th Class Pass.	Dairen to Shanghai (S.M.R. Station)

* Russian Train Time is 23 minutes faster than the S.M.R. Time.
The above rates do not include the Express Train Berth Fee.
To the many train leaving Dairen at 8 p.m. for Changchun and that leaving Chang-
chun at 11.30 a.m. for Dairen a Compartment Car has been attached, on which First-Class
Passengers can secure sleeping accommodation on payment of Yen 2.

RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add. "Yamato"). At
Dairen, Port Arthur, Mukden, Changchun, and Hsichang (the finest sea-side resort in
North China), all under the Company's management.

TICKET AGENCIES.—The Company's Railway and Steamer Tickets are obtainable
at all the Agencies of the INTERNATIONAL STEAMING CO. & EXPRESS TRAVEL CO.;
Messrs. THOS. COOK & SON; the NORMAN HENDERSON; and the
NIPPON YUSEN KAISHA, Shanghai, from whom all information, time-tables, pictorial
guide-books, etc., can be obtained free, or direct from the

SOUTH MANCHURIA RAILWAY CO., DAIREN.
Tel. Add. "MANCHURIA." Codes: A.B.C. 5th Ed. A1, and Lieber's.

FUSHUN COAL
THE BEST STEAMING COAL IN THE FAR EAST.
Fresh stocks always on hand at Dairen, Port Arthur, Newchwang, and Tientsin Depots,
and also at Antung, Chafoo, Shanghai, Hongkong, Manila, Singapore, and Penang.
MINING DEPARTMENT.
SOUTH MANCHURIA RAILWAY CO., DAIREN. 69

FRENCH STORE.

13, QUEEN'S ROAD CENTRAL.

Entrance next to ASTOR HOUSE.

NOTICE.

JUST ARRIVED
FROM
FRANCE

A big consignment of Crystallised Fruits, Syrups, Grenadine, etc., etc.,
Dates, Figs, Imperial Prunes (Cuzol & Fils), Cherries, Pears, Peaches,
etc., etc., etc.

also from COPENHAGEN, Denmark,
A big consignment of Tinned Meats, etc., etc.

Liver Pie (Pate foie), Asparagus Tops, Extra,
Blood Sausages (Boudin Noir), Brussels Sprouts,
Lobscowes, Flageolets,
Carbonnade of Veal, Young Carrots,
Meat Balls, Herl Beans, Sliced,
Meat Sausage, Wax Beans, Whole,
Mock Turtle Soup, Green Peas, Fine,
Beef Rolls, Spinach Extra,
Oxford Sausages, Pears,
Frankfort Sausages, Gooseberries,
Pork Cutlets, Pears Selected,
Oxtail Soup, Reina Victoria,
Mock Turtle Ragout, etc., etc., etc.

Hongkong, 31st January, 1916.

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APPLICATIONS FOR AGENCIES IN CHINA AND JAPAN.

Should be sent to our Agent—

MR. T. RUDDIMAN JOHNSTON,
13, MINARAI-MACHI, ASABI-KU, TOKYO, JAPAN.

SHACKELL, EDWARDS & CO., LTD.

MAKERS OF
PRINTING INKS
FOR OVER 120 YEARS.
RED LION PASSAGE, FLEET STREET, LONDON, E.C.

NEW CARTRIDGES.

BY popular English Manufacturers.
In all Bore and Size.
SMOKELESS POWDER AND CHILLED
SHOT. From No. 10 to 55SG. at \$6, \$7 and
\$7.50 per 100. SPORTING REQUISITES
and ALBAGUN in Variety.
Inspection invited.

WM. SCHMIDT & Co.

Hongkong, 4th February, 1916. 89

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS
STORE
Photographic Goods of Every Description
in Stock.
Developing, Printing and Enlarging
Canton Markers in Various Shades.
TELEPHONE 1215.
Hongkong, 4th February, 1916. 170

DRINK

ALLSOPP'S

BRITISH PILSENER

BEER.

SOLE AGENTS:

CALDBECK,

MACGREGOR & CO.

WHISKY & SPIRIT MERCHANTS.

13, QUEEN'S ROAD CENTRAL.

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HOTELS

THE HONGKONG HOTEL

AND

GRILL ROOM.

J. B. TAGGART,
Manager.

KING EDWARD HOTEL.

CENTRAL LOCATION.

ELECTRIC LIGHTS AND LIFTING.
TELEPHONE ON EACH FLOOR.
HOTEL LACKS NOTHING ALL STRAIGHT.
Telephone No. 378.
Tel. Address: "VICTORIA."
J. WITCHELL,
Manager. 85

GRAND HOTEL.

QUEEN'S ROAD CENTRAL.

A FIRST-CLASS AND UP-TO-DATE
HOTEL, most Central Location within
the vicinity of all the Principal Banks.

Noted for the best Food, Retirement
Accommodation and Cleanliness. Cuisine under
European Supervision. A First-Class String
Orchestra renders selections from 5.30 p.m.
to 11.30 p.m.

Special monthly terms for residents and for
Shipping people.

For further particulars apply—

MANAGER

Telephone 197

Telegraphic address: "COMFORT"

19

PEAK HOTEL.

1,400 FEET ABOVE SEA LEVEL.

FIRST-CLASS RESIDENTIAL and
TOURIST HOTEL. Unrivalled for
Comfort, Health and Convenience. Telephones
in Every Room, prompt connection maintained
by six lines to Central.

Fifteen Minutes from Principal Landing
Stage. Moderate Tariff and Excellent Cuisine,
Roof Garden and Social Rooms, European
Busses meets Steamers.

P. O. FEUSTER,
Manager.

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THE NEW MACAU HOTEL.

THIS LARGE and ROOMY HOTEL
is now OPENED under NEW
MANAGEMENT. The place has been re-
novated throughout and entirely refurnished.
Situated on the Praia Grande facing the sea,
a cool breeze is enjoyed all the year round.
LARGE and COMFORTABLE DINING
ROOM facing the sea. Cuisine under
experienced supervision. Terms moderate.

For further particulars, apply to—

THE MANAGER,
Macau.

Tel. Add. "Phonix," Macau.

1st February, 1916. 131

THE VICTORIA HOTEL, CANTON.

Situated on the British Concession,
Shameen,
The only European Hotel in
Canton.

Guides and Chairs provided.
Every information and special
attention given to Tourists.
Reasonable Rates.

Under the personal Management
of Mr. and Mrs. Geo. E. BYLES.

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INTIMATIONS MOUTRIE PIANOS

HAVE ESTABLISHED
an unequalled reputation for tone, touch,
artistic construction and lasting qualities.

GUARANTEE

for
FIVE YEARS.

CASH OR EASY TERMS.

MOUTRIE'S.

ASAHI BEER



DAI NIPPON BREWERY

CO. TOKIO JAPAN

OBTAINABLE EVERYWHERE.

SOLE AGENTS

KITSU BUSSAN KAISHA
HONGKONG

FORTHCOMING EVENTS.

Saturday, 12th Feb.—
Noon—Hampshire Estate and Finance Co.
Ltd., Meeting of Shareholders at the Hong-
kong Hotel.
Monday, 14th Feb.—
11 a.m.—Union Waterbat Co. Ltd., Meet-
ing of Shareholders in the Office of Messrs.
Dodwell & Co. Ltd.
Noon—The Hongkong and Whampoa Dock
Co. Ltd., Extraordinary General Meeting.
Saturday, 19th Feb.—
Noon—Hongkong and Shanghai Banking
Corporation, Meeting of Shareholders at
the City Hall.
Monday, 21st Feb.—
Hongkong Race—1st Day.
Tuesday, 22nd Feb.—
Hongkong Race—2nd Day.
Wednesday, 23rd Feb.—
Hongkong Race—3rd Day.
Saturday, 26th Feb.—
Hongkong Race—Off Day.

COLD WEATHER
RHEUMATISM.

Why should rheumatism, a disease of
the blood, be worse in cold weather than
in summer?
The rheumatic poison in the blood is the
predominant cause of the disease. If you
have the taint in your blood you may have
rheumatism whenever the exciting cause
stirs it to action. Cold weather and damp-
ness are exciting causes of rheumatism.
They excite to action something already
in the blood, something that you must get
rid of if you would be free from rheu-
matism.

What this something is, nobody knows.
Not very long ago it was thought to be
uric acid. Many doctors now think it
is a microscopic organism of a specific
bacillus, but they cannot find the bacillus.
It is a known fact that in rheumatism
the blood becomes thin rapidly, that
building-up the blood relieves the rheu-
matism, and that there will be no return
of the rheumatism as long as the condition
of the blood is maintained. Dr. Williams' Pink Pills are recommended for rheu-
matism because they keep the blood rich
and red and free from rheumatism
poisons.

Begin Dr. Williams' Pink Pills to-day,
for you can obtain them at any dealer
and mind you ask for Dr. Williams'.
Also direct and post free from the Dr.
Williams' Medicine Co., 93, Szechuen
Road, Shanghai. One bottle for \$1.50, or
6 for \$8.00.

DISASTER IN SWATOW HARBOUR.

HUNDREDS OF LIVES LOST BY THE
CAPSIZING OF A LAUNCH.

ALLEGED OVERCROWDING.

Writing on February 3rd our corre-
spondent at Swatow says:—

Tuesday morning of last week witnessed
a most painful disaster in the harbour. I
cannot call it an "accident," for it
appears to have been the natural result of
gross carelessness and negligence on the
part of those responsible for the running of
the steam launches between Swatow and
Kityang.

A launch with a capacity for four
hundred persons was laden with a human
freight of over seven hundred souls. An
eye-witness, who was but two minutes late
for adding on to those on board, says
that the boat had just left the pier, and
was on the point of heading round, when
it suddenly turned turtle. On setting, it
lay with part of the one side exposed to
view. The inner cabins for men and
women were crowded, and the occupants
had no chance of escape. The struggle for
life, though brief, must have been awful.
The same eye-witness declares that
least half of the persons were drowned.
Probably the numbers will never be known
accurately. There were seven hundred
tickets sold for a four-hundred passenger
boat! Besides the ticket-holders, boat-
loads of people went on board without
tickets.

There was not the slightest excuse for
this pitiable loss of life. All that was
needed was the putting into execution of
the simplest rules, which were written in
plain Chinese, before the captain's eyes,
and well known by the ticket-holders. The
wonders very much indeed why these in-
structions had no representative there to
prevent thoughtless people from crowding
on board in such numbers. One hopes the
blame will rest on the right person or
persons, whoever he or they may be, and
that they never be given the opportunity
of being guilty of such criminal folly and
negligence again. The boat-owners will
no doubt lay blame on the captain. I
have seen the captain more than once
borne by the crowds that pressed on board.
But in this case he must have known that
he was running a terrible risk with twice
the legitimate freight of passengers on
board. It was a clear case of sinning
against the light by every one who had
any responsibility for the sailing of the
boat that morning.

As far as is known to me, there was no
foreigner on board. The passengers were
composed chiefly of those who were going
home in great glee to pass the New Year
in the bosom of their families, who, in
turn, would be waiting for the arrival of
their parents or brothers, whom they had
been destined never to see again. They
detained by the same boat and who were
detained by something or other. They
now thank their stars it was so. Up till
now Swatow has been wonderfully im-
mune from melancholy occurrences of this
kind. Some things happen which are de-
signed "acts of God." This catastrophe
is plainly an act of culpable human
stupidity, which should be classified as un-
pardonable. I believe that the owners of the
launches have been warned over and over
again of the danger of overcrowding. They
should now be made to feel that they
are unworthy of public trust. The least
they can do to the dependants of those
drowned is to make good to them the losses
they have sustained from a monetary
point of view. It is to be hoped, too,
that one result arising from the sad
event will be a drastic application of the
rule limiting the number who may
travel by one boat. If a safeguard is
secured for the future the dead will not
have died in vain.

The Money of Romance. By MAUD CHUR-
TON REAVER. London: T. Werner
Laurie, Ltd.

This is the tragic love-story of a pub-
lisher's wife. It is a novel with a pur-
pose; it pleads the need for change in the
law governing divorce in England. After
living in the married state for nineteen
years, having risen from poverty by
mutual help to a position of affluence and
a charming residence at Hampstead, near
the Heath, Robert Trevor and his wife
with a son in the Navy, suddenly fall in
love with two young persons. How they
agree to part and how they just fail to
marry two young persons of their second
choice is told with a frankness that speaks
volumes for Mrs. Braby's courage. She
introduces us to a good many characters,
who talk with much vivacity and charm,
while she gives us glimpses of authors and
authorities in the throes of co-education
which may be true but strike us as being
more or less burlesque and satire. Mrs.
Braby must be congratulated upon giving
us a charming, clever novel not the least
diverting part being the realistic experi-
ences of Mrs. Trevor in Egypt.

Poofit: A Story of Life in Bombay. By
ARDESHIR F. J. CHINYOY, B.A., LL.B.,
and Mrs. DINAH A. F. CHINYOY. Lon-
don: T. Werner Laurie, Ltd.

There is so much conscientious work in
this little novel that one would like to
give it unstinted praise. But we fear the
majority of European readers will find it
stilted English a trifle tiresome. For
theme, it pleads the closer intermingling
of the various races and nationalities that
inhabit India, and especially the need for
a sweeping reform in the racial restric-
tions in regard to marriage. It is a
simple story, told with great earnestness,
and we are sure it will appeal to those
of our community who have acquaintance
of Bombay and its peoples. Hongkong has
peculiarly close relationship with Bombay,
and in both places the Parsis have won for
themselves the highest respect.

The Headmaster of Bradfield College,
who initiated a scheme for the manufacture
of munitions by every boy in the school who
desires to take part, has received a letter
from Colonel Clive Wilgram expressing the
King's hearty sympathy with the under-
taking. It is hoped to increase the rate of
output until the boys can turn out a shell
every fifteen minutes.

THE LACK OF SHIPS.

LOST TRADE AND HIGHER PRICES.

ADVANTAGE TO NEUTRALS.

We learn—says *The Times*—that the
necessary steps are now being taken to
raise the liner freights from this country
to all Indian ports, and that undoubtedly
these will be advanced substantially, in
common with many other liner rates, early
in the New Year. Unfortunately a further
advance in rates does not mean that it will
be any easier for merchants to obtain the
freight space that they want either to or
from India. Vast quantities of valuable
Indian produce are now waiting to be ship-
ped, and the failure to ship them means not
only the loss of the freight charges but also
the more serious loss to the producers of
all the price paid by willing buyers.
There is normally an enormous traffic in
Indian products to the United States, and
any breakdown in this export trade involves
the Empire in loss.

Examples might be multiplied indefi-
nitely of the serious effects of the diminu-
tion of the available supply of tonnage.
On the one hand the British consumer is
having to pay far more than he ought for
freight services; on the other the British
shipowner is losing the high freights which
neutrals would willingly pay him, simply
because he no longer has the tonnage avail-
able.

It is important to remember that neutral
shipping is gaining nothing but advantage
out of our difficulties. Every day neutral
owners are scoring heavily and are now in
the position of being able to build regard-
less of cost. Since the Government's
methods of requisitioning tonnage have
been the greatest influence in forcing up
rates, it is those methods which neutral
owners have to thank for their present
enormous accretion of strength. Men with
vast knowledge of shipping admit that if
certain advice had been taken by the
Government shortly after the war broke out,
the advance would never have occurred.
There is no wish to blame now for decisions
that are long past, but there is also the
strongest possible opinion that there ought
to be an end to the old idea of muddling
along.

SELLING OUR SHIPS.

During fifteen months, from August 1914
to October 1915, the official registry of
ships shows that 247 British and Colonial
ships, with a gross tonnage of 507,830,
were sold to other countries. During this time
229 vessels were bought from abroad, but
their gross tonnage was only 240,762. The
net loss in tonnage is 267,068, at a time
when from all points of view mercantile
shipping is vitally important to the
Empire.

About 160 of the 247 ships sold, with a
tonnage of 400,000, have been bought by
neutral countries. These include some large
vessels; for instance:—
Pecan (7,312).
Leda (6,760).
Chincha (6,335).
Winnipeg (6,330).
Tendores (7,783).
Pastores (7,782).
Edward L. Doherty (6,170).
Calamers (7,782).
Cacique (6,202).
C. A. (Canfield) (6,350).

All the above ships were bought by the
United States. Many other ships of 4,000
and 6,000 tons were bought; Greece, Swe-
den, Norway, Denmark, Spain, and Hol-
land were among the buyers.

ATTEMPTS TO EVADE TAXATION.

In view of the new excess profit taxation,
it seems important—says *The Times*—that
transfers of shipping which apparently are
being made between British subjects should
in future be examined minutely. There is,
unfortunately, reason for believing that
within the past few months transfers have
been made by which the control of British ships
would pass into foreign hands. Sales in-
volving the transfer of a steamship from
British to a foreign flag are now not per-
mitted.

The method adopted appears to be as
follows:—A, who is the subject of a neutral
country, puts B, a British subject, in a
position to buy a steamer from C, a British
owner, at an enormous price. The trans-
fer between the two British subjects having
been duly completed, A, who is resident
abroad, chartered the steamer from B at such
a rate as will not exceed the return of 6
per cent. allowed on new capital under the
Finance Act. A is then able to earn
the higher profits on the vessel than the
chartering charge paid to B, and, being a
neutral subject, he calculates on escaping
entirely the taxation of 50 per cent. of the
excess profits.

Such a scheme as this deserves to be dealt
with sharply because it means not only that
though the British registry of the vessel
remains unchanged the control really passes
into foreign hands, but also because it helps
materially to keep the price of tonnage on
its present dangerous level, and consequen-
tly to inflate freights further. A neutral
owner who has no heavy taxation to meet
obviously can afford to pay higher prices
than the British owner. He will be recom-
pensed for his outlay much sooner. The scheme
also nullifies the argument, which is at
best a dangerous and deceptive one, that
the rise in freights may be regarded com-
placently because 50 per cent. of the excess
profits of British owners are taken by the
State.

An effective way of checking these
attempts to avoid taxation on British re-
gistered vessels would be for the Govern-
ment, whenever it learns that such a trans-
action has been carried out, immediately
to requisition the vessel at the "blue-book
rates." As these terms are far below what
can be obtained in the open market, the
purchase of the vessel at current prices
would probably prove most unprofitable,
and the knowledge of the transaction would
financially end to the transaction would
deter other owners from attempting to
carry out a similar scheme.

The higher the price an owner pays for
a vessel, the higher the freights that he
must earn to recoup himself. As the rise

SINKING OF THE "YASAKA" MARU.

JAPAN THREATENS REPRISALS.

During a recent sitting of the House of
Peers, Baron Ishii, Minister of Foreign
Affairs, in reply to a question by Surgen-
General Baron K. Takagi, on the sinking of
the *Yasaka Maru* and the treatment ac-
cording to the German prisoners-of-war in
Japan, stated that from a humanitarian
view-point the Japanese Government had
treated the German prisoners most liberal-
ly. Nevertheless, the Germans attacked
and destroyed the N.Y.K. liner *Yasaka-
Maru* and other Japanese vessels in the
Mediterranean. Should the Germans con-
tinue to commit such outrages against
Japan, the Government will take retali-
atory measures against Germany.

The Minister added that all affairs relat-
ing to the *Yasaka Maru*, such as the pay-
ment of insurance, etc., have already been
attended to.—*Japan Gazette*.

KAISER'S EMISSARY IN ARABIA.

CAPTIVE OF THE KHALIFA WHO
WAS SAVED BY THE
BRITISH.

According to information from German
sources, a prominent part in the attempts
made by the enemy to influence Mohammedan
sentiment against the Allies has been
played by Karl Neufeld, the well-known
German Eastern trader and traveller.

The irony of this circumstance (says the
Central News) lies in the fact that Neufeld
is indebted for his very life to Lord Kit-
chener and the British troops, who, under
his command, overthrew the Khalifa at
Omdurman in September, 1898.

Neufeld was made prisoner by the
Mahdi while trading in the Sudan, and for
ten years was kept in captivity in the
Mahdist capital, Umm-Hagar, in company
with Slatin Pasha and Father Ohrwalder.

Neufeld's reminiscences of this period are
set forth in his book "A Prisoner of the
Khalifa." He tells how, on being thrown
into prison, three sets of iron shackles were
fastened to his feet and rings and chains
fastened about his neck. He wore the rings
and chains on his neck for nine months,
after which they were removed, but the re-
maining fetters he carried practically
throughout the time of his captivity.

He was flogged with the "saffar," and
on one occasion received 500 lashes. From
these horrors he was saved when the
English gunboats came up the river, and
the year of artillery and rifle fire, penetrat-
ing to the "sajer," told of the destruction
of Abdullah's horde.

During his imprisonment Neufeld gained a
fluent knowledge of Arabic and great
familiarity with Mohammedan ways and
customs. The German Government would
appear to have profited by these assets in
despatching him to the holy cities of Arabia
as a propagandist. Like Burton, he is said
to have penetrated in pilgrim guise both to
Medina and Mecca, though there is nothing
to show that he was conspicuously suc-
cessful in his mission at either place.

At Medina, indeed, he seems to have had
a rather uncomfortable time. Suspicion
fell upon him, and he was conveyed to the
Tomb of the Prophet, and there made to
take oath that he was a Muslim. A
searching examination by Mohammedan
doctors of low lowered, from which he
emerged safely, thanks to his ability to
quote from the Koran.

Among the pilgrims at Medina and
Mecca, whether he subsequently proceed-
ed, he spread fantastic stories concerning
the great number of Mussulmans in Ger-
many and about the country's great
Caliph, who had gone to war for the deliv-
erance of the Prophet's faithful people
from their Christian oppressors.

Neufeld is alleged to have returned eventu-
ally to Berlin "with a mass of useful
information and a flask of miraculous
water, which Arab admirers had sent to
Field-Marshal von Hindenburg as a cura-
tive for his gout."

The "miraculous water" here referred
to is probably water from the famous well
Zam-Zam at Mecca. Many virtues are
claimed for it, though the cure of gout is
a new one.

VALUE OF ENEMY INTERESTS IN GREAT BRITAIN.

During the year ending November 30th
last the Public Trustee received income and
other sums payable to enemies amounting
to £211,563,000. The enemy capital upon
which this total was paid is over
£211,563,000.

In addition to these striking figures the
value of enemy property recorded with the
Public Trustee during the year, in pursu-
ance of the law that all property of every
kind shall be filed, amounts in round figures
to not less than £71,435,000. Debts due to
enemies of £20 and upwards, and bank
balances belonging to enemies have been
recorded during the same period amount-
ing roughly to £14,200,000.

With reference to the figure £71,435,000
for enemy property recorded, the greater
part of this is income-bearing, but no less
than £250,000 worth of income has been
recorded as earned by this property, which
has not been paid over at all to the Public
Trustee. The total of enemy interests of
which the Public Trustee has had official
cognisance during the past year amounts
in all to £121,563,000 in round figures.

In freights is primarily caused by the con-
tinual withdrawal of vessels for Govern-
ment service and the present policy of
allowing owners and merchants to scramble
as best they may for the remaining tonnage,
there is nothing to prevent freights rising
far higher yet. But though so long as the
present methods are followed a rise is in-
evitable, undesirable schemes which have
the effect of forcing up freights should at
least be eliminated.

HONGKONG VOLUNTEERS.

ORDERED BY LIEUT.-COL. A. CHAPMAN, V.D.

JOINED.

1.—Sapper G. N. Manley joined the
Corps on February 5th, 1916, allotted
Corps No. 1074, and posted to
Engineer Company.

ENGINEER COMPANY.

2.—"Stonecutters Reliefs" for Febru-
ary is posted on the notice board at
Headquarters for information of all
concerned.

MUSKETRY.

3.—Musketry, Recruits' Course and
Trained Men's Course, Part I, will
be carried out at King's Park Range
as follows:—

Saturday, 12th inst., 2.30 p.m.—All
units except Engineer Company.
Sunday, 13th inst., 9.30 a.m.—
Engineer Company.

O.C.s will take steps to ensure that
every member of their Company or
Section, who is in the Colony and
who has not fired Part I. this season,
fires the Course on the date arranged
as above.
Corpl. Grimes, R.E., will attend and
N.C.O.s of the units having men fir-
ing will attend to assist him. Uni-
form (drill order) to be worn.
The Officer in charge of the firing point
will check the ammunition both be-
fore and after firing each day.
Officers on duty at firing point:—
Feb. 12th.—Lieut. Preston.
Feb. 13th.—Lt. Officer of the Engineer
Company.

PARADES.

4.—Parade for to-day (Tuesday):—
7 a.m.—Members of Signalling Section
and other Signallers, as detailed in
Signalling Section order dated Dec.
8th, 1915—Morse flag Practice at
Headquarters.

5.10 p.m.—Centre Section M.G. Co.—
M.G. Drill at Kowloon Docks.

5.15 p.m.—Nos. 1 and 2 Sub-sections
Arty. Batty. (as detailed in Corps
Order No. 4 dated December 30th,
1915)—10 p.m. gun drill at Head-
quarters. Sergt. Bradley, R.G.A.,
will attend. Right Section M.G.
Co.—Route March. Fall in on Cric-
ket Ground, Dress, etc., Drill Order.
Left Section M.G. Co.—Machine
Gun drill at Headquarters. Recruits
of all units—Squad drill and Rifle
exercises at Headquarters under
Sgt.-Major Higby and Sgt.-Major
Witchell. Stretcher Bearer Section.
—Instruction at Headquarters.

Musketry Instruction on Kennedy
Road Range for the following men:—
Gunnery A. F. Brown, F. G. Sam-
ways and A. N. Booles (No. 2 Sec.
Arty. Batty.), Pte. J. Brown (Centre
Sec. M.G. Co.) and Ptes V. Find-
lay Smith, E. Grant Smith, A.
Whitmarsh, F. M. H. Holman and
W. Manning (Scouts Co.). Uniform
(Drill Order) to be worn. Service
rifles to be carried. Corpl. Grimes,
R.E., will attend.

DEPART.

5.—On duty to-day: Scouts Company.
On duty to-morrow night: Scouts Co.
Orderly Officer: Lieut. Murphy.
G. E. STEWART, Capt.,
Adjutant, H.K.V.C.

HONGKONG POLICE RESERVE.

R.E. THE GOVERNOR'S INSPECTION.

All ranks will be inspected on the Garrison
Parade Ground at 5.30 p.m. on Thurs-
day, February 10th. All Patrolmen
for that date will attend. No member
in the Colony may absent himself ex-
cept under medical certificate.
Fall in at Volunteer Headquarters at 5
p.m. punctually. Blue uniform, caps
and covers, rifles and ammunition.
Helmets must be worn by members of
the Staff, Company Inspectors and
Platoon Commanders, but not by other
N.C.O.s. Bandmen will wear Helmets.

MUSKETRY—PART II.

The highest score made on Sunday, Febru-
ary 6th, were:—

Staff:—
Musketry Inspector Chinchon ... 70
Staff Inspector McEwen ... 70
No. 1 Co. No. 1 Platoon:—
P. A. Penning ... 74
Sergt. Butterfield ... 71
P. C. Eldon Potter ... 67

P. C. Lindsay ... 65
P. C. Cousland ... 59
No. 1 Co. No. 3 Platoon:—
P. C. Salek ... 53
P. C. Nazarin ... 47
P. C. V. A. Hyder ... 43
P. C. A. G. Sufiad ... 43

NO. 2 CO. WARNING TO FIRE.
Sunday, February 13th.—All P. C.s of Nos.
3 and 4 of Platoon of No. 2 Co. and
N.C.O.s of same Co. who did not fire on
January 16th will leave Blake Pier at
9 a.m.

All No. 2 Co. N.C.O.s who passed Part I.
will attend for Range Duties.

PARADES, 5.30 P.M.

Tuesday, February 8th.—Nos. 1 and 2 Co.
Wednesday, February 9th.—No. 4 Co.
Friday, February 11th.—No. 4 Co.

EQUIPMENT RETURNS.

The Forms issued to all ranks in connection
with above are to be returned as direct-
ed thereon not later than 4 p.m. on
Wednesday, February 8th. Men with-
out Forms are made responsible for
getting same.

PROMOTIONS, ETC.

The Hon. C.N.P. has sanctioned the follow-
ing promotions:—
P. C. Clarke, Motor Patrols, with 20 years'
Police and Military Service, to the
rank of Staff Inspector.
P. C. 845 Castro, E.O. of No. 2 Company,
to the rank of Sergeant.

BAND PRACTICE.

Tuesday, 8th February, at 6 p.m.
F. G. JENKIN,
D.S.P. (R.)

Arising out of the recent riots in
Ceylon, 412 persons were tried by courts-
martial and 253 were convicted, said Mr.
Steel-Maitland in the House of Commons
on December 22nd.

NEW ADVERTISEMENTS

RE AUSTRIAN LLOYD STEAM NAVIGATION CO.

ALL Persons having Claims against the above Company are requested to forward same to the Liquidators as soon as possible.

HARRY WICKING & Co.,
Liquidators.
Hongkong, 7th February, 1916. [246]

WANTED—IMMEDIATELY.

GOOD STENOGRAPHER for British Firm at Saigon. State experience and salary required to—
Box No. 8,
Care of "Daily Press" Office.
Hongkong, 9th February, 1916. [247]

WANTED—IMMEDIATELY.

COMPETENT EUROPEAN 1st Class STEWARD for Pacific Run, good references required as to character and experience in catering.
Apply personally to—
JAWA-CHINA-JAPAN LUN,
York Building.
Hongkong, 7th February, 1916. [243]



WANTED.

A female TEACHER, with some experience, is required to take charge of the small Children's School at Lyemun at an early date. Salary \$40 per month.
Any person desirous of the appointment should communicate at once with the—
INSPECTOR OF ARMY SCHOOLS,
No. 1, Observatory Villas,
Kowloon.
Hongkong, 2nd February, 1916. [232]



NOTICE.

ANY EUROPEAN, Non-Asiatic or Indian desiring to have the Colony should apply in writing for permission to do so to the CAPTAIN SUPERINTENDENT OF POLICE, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.
Hongkong, 10th July, 1915. [77]

NOTICE.

MR. ALLAN McDUGALL SLARK is authorised to Sign our Firm, per Procuration.
HARRY WICKING & Co.
Hongkong, 4th February, 1916. [241]

WAICHIAO PU, PEKING.

EXAMINATIONS FOR DIPLOMATIC AND CONSULAR SERVICES.

NOTIFICATION BY THE MINISTRY OF FOREIGN AFFAIRS.

IN accordance with the Decrees for the Examinations for Diplomatic and Consular Services and the Regulations for the Qualification Tests in the Examinations for Diplomatic and Consular Services promulgated by Mandate on Sept. 30th, 1915, and published in the *Government Gazette* of Oct. 1st, 1915, this Ministry will conduct the qualification tests next April.

Those who possess the qualifications as required by Article 3 of the Decree for the Examinations for Diplomatic and Consular Services and wish to enter as candidates for the examinations must, as provided by Articles 1 and 2 of the Regulations for the Qualification Tests, send in to this Ministry before February 25th, 1916, their applications and the statements of their records and also an essay together with its translation into one or more of the following languages: English, French, Russian, German, and Japanese. They must also submit their diplomas or/and certificates from Chinese or/and foreign schools or/and colleges to this Ministry for examination.

As regards applicants resident in the Provinces, they may send by post to this Ministry their applications, statements of their records, essays and translations and may defer the submission of their diplomas or/and certificates until they come to Peking for the Examinations. They will be notified through the *Government Gazette* if and when they have been passed by the Qualification Tests Committee as qualified candidates for the Examinations, so that they may come to Peking at the appointed time.

FORM OF APPLICATION.
I wish to enter as a candidate for the Examinations for Diplomatic and Consular Services and in accordance with Article 1 of the Regulations for the Qualification Tests in the Examinations for Diplomatic and Consular Services, I hereby send in my application besides submitting herewith the statement of my record and my essay with its translation in the language or languages—
Signed (.....)
Sealed (.....)

1916.

FORM OF RECORD.

Name.....age.....date of birth.....
Parentage:
Names of great-grand-.....living or dead.
Names of grandfathers.....living or dead.
Names of parents.....living or dead.
Native Place (Province and District).....
Address.....
Education:
Courses of study pursued and degree or degrees received.....
Your school or/and college (state whether government or private institutions, foreign or Chinese, and date of entrance and of graduation).
Occupation (Past and present, official or otherwise, and the length of time you have held each Office or you have been engaged in each work).
Signed.....
Sealed.....
1916. [244]

PUBLIC COMPANIES

HUMPHREYS ESTATE AND FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS will be held at the Hongkong Hotel, Hongkong, on SATURDAY, 12th February, 1916, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1915.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 14th February (both days inclusive), during which period no Transfer of Shares can be effected.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 31st January, 1916. [227]

UNION WATERBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ELEVENTH ANNUAL GENERAL MEETING of SHAREHOLDERS will be held in the Office of Messrs. DODWELL & Co., Ltd., on MONDAY, the 14th February, 1916, at 11 A.M., for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to 31st December, 1915.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 14th February, both days inclusive.

DODWELL & Co., Ltd.,
General Managers.
Hongkong, 31st January, 1916. [228]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINETY-SIXTH ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 15th February, 1916, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 15th February, 1916, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Secretary.
Hongkong, 26th January, 1916. [207]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CHINESE HALL, Hongkong, on SATURDAY, the 19th day of February, 1916, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts for the year ending the 31st December, 1915.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 7th February, to SATURDAY, the 18th February, 1916 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,
N. J. STABB,
Chief Manager.
Hongkong, 31st January, 1916. [229]

HUMPHREYS ESTATE & FINANCE CO., LTD.

SHARE CERTIFICATE No. 5122, dated 18th July, 1904, of One Hundred Shares numbered 85001 to 85100 inclusive fully paid-up, standing in the Register in the name of MR. ANTONIO JOAQUIM BASTO, of Macao, having been LOST or DESTROYED. Notice is hereby given that unless the said certificate be produced at the Office of the Company, Alexandra Buildings, Des Voeux Road, Central, Hongkong, on or before the 8th day of February, 1916, New Certificate for the said Shares will be issued and the old Certificate will thereafter be held by the Company as null and void.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 7th January, 1916. [166]

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE.

THE CERTIFICATE No. 1046 for one share, \$100 paid up, numbered 11018, standing in the Register in the name of WO SANG, having been LOST, Notice is hereby given that unless the said Certificate is produced to the Society on or before the 26th April, 1916, A NEW CERTIFICATE for the said share will be issued and the old Certificate will thereafter be held by the Society as null and void.

By Order of the Board of Directors,
G. MONTAGUE EDE,
General Manager.
Hongkong, 26th January, 1916. [206]

VICTORIA RECREATION CLUB.

BOXING.

SUBJECT to sufficient entries being received, AMATEUR BOXING COMPETITION open to Hongkong will be held in the Gymnasium of the V.R.C. on FRIDAY, February 25th.

CONDITIONS:

(a) 3 two minute rounds and if undecided an extra round of one minute.
(b) In 3 weights: 118 lbs, 132 lbs, and 146 lbs.
(c) Competitors weigh in at V.R.C. on night of February 24th.
Entries stating weight to be addressed to L. DEAKIN, Esq., care of V.R.C., before February 15th. No Entrance Fee.
No Competition if less than 18 entries.
The Committee reserve the right to refuse entries.
Hongkong, 22nd January, 1916. [195]

HOUSES TO LET

FURNISHED FLATS.

THE Underigned are prepared to furnish some of their Tregunter Mansions (May Road) Flats to suit intending tenants. These Flats have first-class appointments which include English Baths and Kitchen ranges, hot water supply and water-closets. They are of two kinds, viz.: Flats with 2 Bedrooms and 2 Sitting Rooms and Flats with 3 Bedrooms and 1 Sitting Room. The latter are specially suitable for Bachelors. Arrangements could be made if desired for the use, in common with certain other tenants, of the adjoining fresh water swimming bath.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Alexandra Buildings.
Hongkong, 28th January, 1916. [205]

TO LET—FURNISHED.

NO. 5, MORRISON HILL, 3-Roomed House, 4 Bedrooms and 4 Bathrooms. Vacant from 1st March.

Apply to—
HARRY WICKING & Co.
Hongkong, 3rd February, 1916. [235]

TO LET.

TWO HOUSES in "STONEHENGE," No. 6, Robinson Road. Newly done-up and remodelled.
Each House contains downstairs Two Good Rooms and upstairs Three Bedrooms, each with Bathroom.
Outhouses and Grass Tennis Court. Shortly available for occupation.

Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 22nd December, 1915. [118]

TO LET.

OFFICES in Queen's Building.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 8th December, 1915. [106]

TO LET.

NO. 11, GAGE STREET, from 1st January, 1916.
Apply to—
J. VINCENT BRAGA,
Troy Kien Kaisha.
Hongkong, 16th November, 1915. [100]

TO LET.

NOR. and 10 MOUNTAIN VIEW.
Apply to—
M. J. D. STEPHENS.
Hongkong, 13th November, 1915. [97]

TO LET.

"THE KENNELS," 168, Magazine Gap. Thoroughly renovated and repaired.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 10th November, 1915. [95]

TO LET.

RAVENSHILL EAST, Park Road, containing 5 Rooms, 3 Bath Rooms, Servants' Quarters, etc. Vacant 1st November.
Apply to—
DEACON, LOCKER, DEACON & HARTSON.
Hongkong, 19th October, 1915. [90]

TO LET.

"GLENSHIEL," No. 141, Plantation Road, Peak, from 1st November, 1915.
Apply to—
LINTSEAD & DAVIS.
Hongkong, 18th October, 1915. [88]

TO LET.

A HOUSE in Kowloon.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 24th October, 1915. [87]

TO LET.

OFFICES in St. George's Buildings, Second Floor, Overlooking Harbour, immediate possession.
Apply to—
SHEWAN, TOMES & Co.
Hongkong, 2nd December, 1914. [83]

TO LET.

OFFICES at 2, Connaught Road.
OFFICES in King's Buildings.
OFFICES in Des Voeux Road Central.
HOUSES in CLIFTON GARDENS, Conduit Road.
NEW HOUSES in Broadwood Terrace.
HOUSES at the Peak.
No. 1, MORRISON TERRACE, Causeway Bay.
GOWDONS, at Wanchoi.
Nos. 1, 3 and 5, WEST END TERRACE, CANTON.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 4th November, 1915. [82]

TO LET.

TWO ROOMED-FLATS in Nathan Road, Kowloon.
THREE ROOMED FLATS in Humphrey's Buildings, Kowloon.
FOUR ROOMED FLATS in May Road, with every modern convenience, including English Baths and Kitchen Ranges, Hot Water and Water Carriage System. A few Flats specially designed to accommodate three bachelors at reasonable rentals. Immediate possession.

FOUR ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Alexandra Buildings.
Hongkong, 28th December, 1915. [76]

ATTENTION

ROBT. PORTER & CO.'S
CELEBRATED
BULL DOG
BRAND
LIGHT ALE
IN PINTS AND SPLITS.
Very light, extremely palatable and refreshing. Brewed from the finest English malt and hops.

SOLE AGENTS:

A. S. WATSON & CO., LTD.,
WINE & SPIRIT MERCHANTS.

THE SERVICES OF THE FLEET.

It is to be doubted, as Mr. BALFOUR said recently, whether in our ordinary moments we conceive the magnitude of the task which is thrown upon the British Navy and which, so far, the British Navy has triumphantly accomplished. So much of the Navy's work is done silently that the security which we enjoy under its protection is apt to be taken as a matter of course, and the dominant influence which our command of the sea exercises upon the progress of the gigantic struggle in which we are engaged is in danger of being overlooked.

Though, in the words of Admiral Lord CHARLES BERESFORD, the Navy does not seek advertisement, it is due to the gallant men who man our ships that their invaluable services should be recognised, and it is due to the Empire that its contribution to the common cause, which has appeared at times to be under-estimated by our Allies, should occasionally be made known. For these reasons we welcome the New Year Message of the Navy League setting forth briefly the achievements of our first line of defence—achievements which, it is justly claimed, "have far surpassed the anticipations entertained at the outbreak of the conflict by the most ardent believer in British sea-power." It is pointed out that, apart from a few futile raids—which appear to have lost their charm for the Germans since the encounter with Admiral BERRY's fleet a year ago—no British territory in any part of the world has been violated by the enemy. At the same time, the submarine menace upon which Admiral TRENTHAM built such great hopes, has been strangled, and the overseas trade of the United Kingdom and of her Allies, with the solitary exception of Russia, has continued uninterrupted. Indeed, during the seventeen months that have elapsed since the war began our trade has reached in round figures seventeen hundred millions sterling, which gives an average for a year equal to that of 1909.

The vital importance of this trade is shown by the fact that no less a sum than four hundred million pounds represented imports in 1915 for the maintenance of the daily life of the people. Apart from what may be described as domestic services, however, the British Navy has been mainly responsible for providing the means of inter-communication between the Allies, who would otherwise be cut off from one another as well as from the outside world. It has, indeed, been the foundation upon which everything else in connection with the war has rested. Vast armies have been transported from the ends of the earth to the various theatres of war with casualties at sea amounting only to one man per thousand. The whole of the French coast-line has been preserved from aggression, and the brilliant operations of the British submarines in the Baltic have crippled German strategy, as directed against Russia, and have virtually completed the blockade of Germany. Seven million tons of German, Austrian and Turkish shipping have either been destroyed or driven to seek refuge in the shelter of neutral countries, with a consequent loss to the enemy of sea-borne commerce amounting to nearly eleven hundred millions sterling. No wonder that Herr BALLIN pleads with his fellow-countrymen not to allow "the great and beautiful thought" of linking up Berlin with Baghdad to overshadow the more important question of securing the freedom of the seas. The latter no less than the former, he reminds them, was held out as a goal to be striven for by the economist FRIEDRICH LIESE, who declared that "the man who has no share of the sea is excluded from a share in the good things and honours of the world—he is the stepchild of our dear Lord God." Unfortunately, Germany entertains peculiar notions of the freedom of the seas. "It is true certainly," Herr BALLIN admits, "that in times of peace the seas were always free, but in war, as we know to-day to our cost, they were governed by the strongest fleet." That is a two-fold tribute to our Navy. The grievance is, of course, that the strongest fleet does not happen to be German. Nor is there the faintest prospect that it ever will be German within the life-time of those now living. The British nation, who, thanks in no small measure to the activities of the Navy League, has always insisted upon the efficiency and sufficiency of the Navy being maintained at all costs, may be trusted, after the experience of the present war, to see that our naval supremacy is fully assured, and the terms of peace which the Allies will dictate are not in the least likely to afford Germany the opportunity of exercising upon the sea the tyranny of which she has been guilty on land.

A mail for Europe via Siberia closes to-day at 3 p.m.

The total output of the Kaitum Mining Administration's mines for the week ending 22nd January, 1916, amounted to 55,785 tons, and the sales to 46,724 tons.

About a dozen matcheds at Tai O were completely destroyed by fire on Sunday, and damage to the amount of \$1,300 was caused. It is believed that the outbreak was caused by the recklessness of a number of small boys who threw fireworks into the air. One of the crackers fell on to a roof, which caught fire.

Two Chinese, were yesterday committed for trial by Mr. J. B. Wood on a charge of committing an armed robbery in Gage Street and of stealing jewellery and money to the value of \$3,000. From the evidence it seemed that the gang appeared at the house and demanded money. One of them men held an object which he declared to be a bomb, while others held knives. The master of the house was bound, but a servant girl escaped and gave the alarm, with the result that one man was brought back in custody. Complainant said that the men used oranges as gauges.

The Licensing Board yesterday granted an application on behalf of Mrs. N. Babbage for the transfer from Mrs. Clegg of the adjutant licence to sell intoxicating liquors by retail at the Alexandra Café. The members present were:—The Hon. Mr. Claud Severn (Chairman), the Hon. Sir C. P. Chater, C.M.G., the Hon. Mr. David Landale, M.T. F. Hough, and Mr. M. S. Northcote. The Chairman said the police reported that Mrs. Babbage had been employed at the Café for some time and was a fit and proper person to hold the licence. The application was granted without discussion.

During the past week the following cases of communicable diseases were notified:—One Chinese fatal case of diphtheria; four cases of enteric fever (two fatal, one British, one Indian and two Chinese); two Chinese cases of puerperal fever (one fatal), and one Chinese fatal case of small-pox.

A Chinese Government servant was charged yesterday at the Magistracy with being in unlawful possession of an automatic pistol and a number of cartridges. Detective-Sergeant Murphy told the Magistrate that some days ago an European overseer was attacked and robbed by men, some of whom had revolvers. Suspicion attached to some of the workmen, and on their quarters being searched the revolver concerned in the present charge, was found. The man was brought before the Captain-Superintendent of Police, who ordered that he should be charged. Mr. J. E. Eldridge, a second-class overseer in the Public Works Department, said he lent the defendant the pistol and ammunition for Chinese New Year. The man was not to keep it entirely. He had known the defendant for a number of years. The case was adjourned.

ALLEGED MURDER ON S.S. "PINGSUEY." DEFENDANTS COMMITTED FOR TRIAL.

Mr. F. A. Hazeland yesterday committed for trial at the next Criminal Sessions the two Chinese passengers of the Blue Funnel steamer *Pingsuey* who stand charged with the murder of a fellow passenger.

Dr. W. V. M. Koch (Medical Superintendent of the Government Civil Hospital) stated that deceased was admitted to the institution on the 20th ult. suffering from a penetrating wound in the intestines. He was operated upon, and rallied somewhat, but later became worse, and expired. Death was due to the wound and to cardiac failure. The man was identified to him as Chi Kien, 62 years of age. A knife could have caused the wound from which the man was suffering.

Answering Mr. H. L. Denny's, jun. (appearing for the first defendant), Dr. Koch said the wound itself was dangerous, but not necessarily fatal. He had had patients who had recovered. The heart of the deceased was in a condition of degeneration, characteristic of age.

Mr. Gardiner (for the second defendant) said: "There was only one stab wound." In his dying deposition deceased said he was stabbed twice.

Dr. Koch—There was only one wound. After evidence of arrest by Det. Sergt. W. Pincott, defendants were committed for trial.

THE RECENT YAUMATI FERRY COLLISION.

MARINE COURT ENQUIRY.

The Harbourmaster and Marine Magistrate (Commander O. W. Beckwith, R.N.), held an enquiry at the Harbour Office yesterday into the circumstances attending the recent collision between the two Yaumati ferry launches the *Wui On* and the *Lee Sang*.

The coxswain of the *Lee Sang* said that he left the wharf off the Central Market at 8.35 p.m. to go to Yaumati. When he was off the wharf distilling ship he saw the three lights of the *Wui On* almost right ahead. He gave three blasts and altered his course to starboard. The *Wui On* starboarded her helm and was steaming right across his bow. Seeing that a collision was imminent, he put his engines full speed astern and gave three blasts on the whistle, but it was too late, and his launch collided with the *Wui On*, which gave four blasts and called out to save life. As his launch was leaking, he went to save his passengers, and other launches took off the passengers of the *Wui On*. He had about 140 passengers on board and the *Wui On* had about 100 passengers.

The coxswain of the *Wui On* said that he was in his bed at the time and the second coxswain was steering. The second coxswain, who was steering the *Wui On*, said that he kept his course, and when about one hundred feet off the *Lee Sang* altered its course right across his bows. The *Lee Sang* did not go astern. The collision occurred and he gave four blasts on his whistle. All passengers were taken off by other launches and he searched the vessel before she sank, which was about ten minutes after she had been struck. His worship reserved his finding.

SWATOW NOTES.

[FROM OUR OWN CORRESPONDENT.]

SWATOW, February 3rd.
PLAGUE THREATENING.

In some districts we regret to hear of the outbreak of plague. Rate are dying fast in many places—no one regrets that—but it is the harbinger of the dreaded plague.

NEW YEAR CELEBRATIONS.

The Chinese New Year, although proscribed by the State, is still celebrated by the people who show no disposition to depart from their old custom.

LOSS OF A LAUNCH.

This is referred to under a separate heading.

THE WAR.

GERMAN PREPARATIONS IN WEST.

DO NOT PRESAGE AN OFFENSIVE.

FRICION BETWEEN BULGARS AND GERMANS.

BRITISH SAPPERS ACTIVE.

CAMEROONS CLEANED UP.

FRANCO-BELGIAN FRONT.

(THROUGH REUTER'S AGENCY.)

BRITISH ACTIVITY.

FIGHTING FOR MINE CRATERS.

LONDON, February 7th. General Sir Douglas Haig reports that last night the British occupied the western edge of three mine craters in the vicinity of Vermelles and the La Bassée road. The enemy in the morning exploded a mine north of Loos but there were no casualties. We occupied one edge of the crater. Renewed artillery activity on both sides is reported at Frise, north of the La Bassée Canal, at Wytschaete, and Ypres. Twenty eight aerial combats occurred on the 6th. Six German machines were driven down in the enemy's lines.

EXTENSIVE GERMAN PREPARATIONS.

TRIBUTE TO MAGNIFICENT SHOOTING OF BRITISH.

AMSTERDAM, February 6th. The Germans continue to collect enormous stores, ammunition, and many guns behind the Western Front. Engineers and Pioneers have also arrived, but no new infantry. German soldiers declare that they lost over 1,200 in the attack in the Armentieres region owing to the magnificent shooting of the British. They complain that the officers are still using massed formation. British guns were terribly destructive around Ypres.

GERMAN ACTIVITY AGAINST BRITISH.

AN EXPLANATION.

LONDON, February 7th. Reuter's correspondent at Headquarters discredits the idea that increased activity by the enemy in the northern British sector presages an offensive. These operations, he states, are purely local and limited in character, and are not heralded by any particular artillery preparation, neither are they pressed with determination. The biggest affair was opposite Loos, on January 28th, when a battalion made a sudden attempt to rush a position. They were met by a fierce rifle and machine-gun fire, and cannot have lost less than 200. As to the affair on the Ypres and Pilken road, the enemy were apparently under the impression that we had withdrawn from a stretch of trenches, otherwise it is hard to account for the launching of an infantry attack at noon-day, which was not prepared by artillery or gas. A possible explanation of the greater activity is the need for making a more than purely defensive reply to the constant harassing which is adversely affecting the enemy's moral. The flow of enemy deserters is appreciably increasing.

GERMAN TRENCHES BATTERED.

PARIS, February 6th. A destructive bombardment of German trenches in Champagne is the feature of to-day's communiqué.

A French gun-aeroplane southward of Peronne felled a German Drache, which was aflame.

(THROUGH REUTER'S AGENCY.)

BOMBARDMENT CONTINUED.

PARIS, February 7th. A communiqué states:—Anglo-French artillery smashed German trenches at Boesinghe. Yesterday's bombardment in Champagne was most effective. Trenches were levelled, several munition depots were exploded, and reservoirs or asphyxiating gas demolished. Quantities of the gas were carried to the German trenches.

THE BALKANS

(THROUGH REUTER'S AGENCY.)

TERRIBLE FRENCH AIR RAID.

BULGARIANS LOSE 1,000 MEN.

PARIS, February 6th. The Athens correspondent of the Temps says that the French aeroplanes hovered over Petritsch for 20 minutes, and dropped 200 bombs.

A Bulgarian communiqué says that 470 men were killed in the Bulgarian camps. The total casualties were about 1,000.

ATTACK ON SALONIKA.

CONSIDERABLE TEUTO-BULGAR FRICION.

SALONIKA, February 7th. There is considerable Teuto-Bulgar friction over the question of an attack on Salonika. The Bulgarians are opposed to this, realising that they would have the lion's share therefore of the heavy losses, which would compromise the Bulgarian military strength when compared with her neighbours. The Bulgarians also disavow the Zeppelin raids on Salonika, owing to the immediate and terrible French reprisals.

BULGARIAN DEPUTIES ACCUSED OF TREASON.

AMSTERDAM, February 6th. The Bulgarian Government has demanded the Sobranje to permit the arrest of 13 Deputies accused of accepting bribes from a French agent.

NAVAL ACTIVITIES.

(THROUGH REUTER'S AGENCY.)

GERMAN COMMERCE RAIDERS.

ENEMY'S BOAST.

NEW YORK, February 6th. The Germans boast that nine commerce raiders have been built, and that two are now in the Atlantic.

The Captain of the sunken *Corbridge* is quoted as saying that the raider was a 25-knot boat. He saw the name *Ponga* in the chart-house, and that she was built in the Baltic in 1914. He fears that the officers of the *Clan McTavish* were shot because the gun carried by that ship killed three Germans.

LONDON, February 7th. It is stated that the German raider, which was specially fitted for minelaying, had strewn mines before raiding the trade routes. The reason no wireless calls were received was because the raider's wireless operator invariably jammed all distress signals.

THE NEAR EAST.

(THROUGH REUTER'S AGENCY.)

YOUNG TURKS' REIGN OF TERROR.

ATHENS, February 7th. The Young Turks have created a reign of terror at Constantinople.

RUSSIAN FRONT.

(THROUGH REUTER'S AGENCY.)

AIRCRAFT ACTIVITY.

CHASING THE TURKS.

PETROGRAD, February 7th. A communiqué states:—Aircraft activity continues. Our aviators bombed Mitau, and Russian scouts explored the enemy's mine fields which were connected with wires, and then exploded forty mines. The Russians continue to drive back the Turks in the Caucasus.

GERMAN MUNITIONS WORKS AT SHAULI.

PETROGRAD, February 6th. The Germans have established a branch of Krupp's at Shauli. Russian inhabitants and a number of French prisoners have been compelled to work there.

GENERAL.

(THROUGH REUTER'S AGENCY.)

THE LOST L19.

COUNT REVENTLOW AND HOLLAND.

AMSTERDAM, February 6th. Count Reventlow affirms that the L19 was evidently crippled and should have obtained an asylum in Holland instead of being shot down. He contends that a crippled German warship would be given protection in Dutch waters.

GERMANS' HOWL OF INDIGNATION.

AMSTERDAM, February 6th. The German Press has emitted a howl of indignation over the crew of the trawler *King Stephen* not rescuing the Zeppelin's crew. The papers say that the trawler could have disarmed the Germans.

END OF CAMEROONS CAMPAIGN.

GERMAN ARMY DISARMED IN NEUTRAL TERRITORY.

MADRID, February 6th. Nine hundred Germans and 14,000 native troops crossed into Spanish Guinea from the Cameroons, and were disarmed and interned.

BRITAIN'S WHEAT SUPPLY.

ANGLO-FRENCH DEALING.

LONDON, February 7th. An official statement regarding the Government's wheat operations says that Great Britain took 50,000 of the 200,000 tons bought by the Anglo-French Governments from Australia. The total of Argentine wheat which she purchases will not exceed a quarter of a million quarters. The statement indicates that the example of France in requisitioning the home crop at a fixed price will not be followed.

MILITARY HONOURS.

LONDON, February 6th.

His Majesty the King, at an investiture at Buckingham Palace, conferred the Commandership of the Bath (K.O.B.) on Lieut-General Hubert Gough; the Order of British-India, second class, with the title of Bahadur, on Jemadar Sada Singh, of King George's Sappers; the Indian Order of Merit of the second class on Subadar Dasanglam, of the 2nd Gurkhas; the Indian Distinguished Service Medal on Ressaldar Udmiram of the 4th Cavalry, and on Subadar Sher Singh, of the 34th Sikhs.

IN MEMORY OF THE FALLEN.

LONDON, February 6th.

Their Majesties the King and Queen attended the Choral Society's performance of Verdi's *Requiem* at the Albert Hall in memory of the fallen.

THE OTTAWA FIRE.

COMMISSION OF INQUIRY.

OTTAWA, February 6th. A commission has been appointed to investigate the fire at the Parliamentary buildings.

DONKEYS AS FOOD.

The Germans find the food problem now so acute (says the Paris correspondent of the *Chronicle*) that they are sending away civilians from the invaded French provinces in order to get rid of useless mouths.

The repatriated men and women declare that the Germans can no longer conceal that they are threatened with famine. The troops are on short rations, and donkeys and dogs are requisitioned for food. Twenty thousand French civilians are under orders to quit the invaded territory.

WAR NEWS.

PANIC IN HAMBURG.

A sensation was caused in Hamburg on December 23rd, by a rumour that an Allied air fleet was arriving. The public freight was so great that General Roell issued a long series of orders, to the effect that when 10 gunshots had been fired the trams and trains should be stopped and emptied of people, who should go home by the shortest routes. All lights were to be extinguished, and special protective measures were taken in the harbour. When the peril was over public order was restored, the streets with trumpets and gave the necessary instructions. The air-raid did not occur, but the Hamburgers continue panic-stricken, and fear to go out after sunset.

DESERTIONS FROM THE ENEMY.

There is a marked increase in the tendency to desert from the enemy lines—says Reuter's representative at the British Headquarters in France. The Germans themselves are aware of this and take the utmost precaution to prevent it. Any man whose movements even give rise to the suspicion of a design to break away is fired at without demur. Deserters who have come in of late have been unanimous in their declaration that but for the perils and difficulties of running there would be wholesale fleeing from their lines. War-weariness and a sense of the hopelessness of the outlook are the principal reasons assigned by deserters for their action.

PREPARING FOR BREAD AND PEACE RIOTS!

The war has at last been brought to Berlin, but only for the benefit of the Red Cross Society. Realistic trenches have been dug outside old Kaiser Wilhelm's memorial chapel, with barbed wire entanglements and all the latest dodges to render them invulnerable. Entrances to them are priced at 2d. a head, and the receipts all go to swelling the funds of the Red Cross. In some quarters it is questioned whether it were wise to instruct the Berliners in the art of entrenchment like this, for the time may yet come when the women of the city may set to work to utilise them seriously in their constantly increasing encounters with the police. If not yet of daily occurrence, bread and peace riots are getting ominously more frequent every week, and every fresh one grows in bitterness and intensity.

"IMPOSSIBLE" OFFENSIVE.

RUSSIAN CRITIC ON THE WESTERN FRONT.

Colonel Schumsky, the well-informed military critic of the *Birshchaya Vysedomosti*, discussing a sensational report published by the *Berlingske Tidende* of Copenhagen, that enormous German contingents were being transported to the French front, declares, on the basis of data which, he says, are derived from a good source, that not only now, but even in the future, any considerable German offensive is impossible on the Western front. The German, says Colonel Schumsky, have definitely nailed the bulk of their forces to the Russian front, and will never be able to detach for a sufficiently strong offensive against the French as many troops as are necessary without running the risk of the Russian army, gathered upon its last defensive line, overthrowing what would remain after the despatch to the Western front of the aforesaid German contingents.

BRITISH SUBMARINE CRUISE.

The panic in the Sea of Marmara lately reported at Constantinople is easily understood from the narrative of a British submarine officer describing his 24 days' cruising in the Sea of Marmara. The submarine was under fire on the average thrice daily; but she penetrated to all sorts of places; shelled a coast railway, and blocked the line. The narrator says:—"A troop train came up. It was the funniest thing to see a train hiding among the trees. We smashed it all to blazes, and the troops scuttled. They fired tons of ammunition; but we were out of range. Altogether we sank a gunboat, five steamers, and 17 large and small destroyers. We dived into Constantinople, torpedoed the arsenal wharf, and blew up lighters loaded with munitions. The explosion was terrific. We had a duel with a gunboat, which was driven off, and after that we were left alone. Everything ran when we were near. The only drawback was that we all suffered from dysentery."

SCIENCE IN WAR.

NEW INSTRUCTION FOR FRENCH OFFICERS.

Courses of instruction in the latest developments of scientific warfare for officers of the French Army are now being held at important French military centres by order of General Joffre, and they will continue throughout the winter.

The opinion is strongly held by many French military experts that military science has been making such rapid strides during the past sixteen months that regimental and staff officers have been unable to keep pace with it. It is hoped that the majority of young staff and regimental officers will by next spring have passed through the new courses.

A captain in a French line regiment who took part in one of these series of practical lessons said:—"During a six weeks' course of lectures and practical experiences I had not an idle minute. Up early in the morning, we were all of us at work by eight o'clock, either listening to a lecture on tactics, following courses of signalling, or in the open country studying the effects of artillery fire, and learning to read angles and distances on the telescope."

In the afternoon we were taken up in zeppelins to appreciate for ourselves how much of a carefully built trench is visible to a hostile airman, or taken along the front to view different sectors. In the evening, after a frugal dinner at our headquarters, we were expected to sit down and write out a full report of all we had seen and done during the day, and add to it any practical ideas which our own experience might suggest."

THE GALLIPOLI EVACUATION.

THE "BIGGEST BLUFF IN THE HISTORY OF THE WAR."

(FROM G. WARD PRICE.)

ONE OF H.M. SILLER OFF SUVA, December 20th.

It is over at last! Every man, every animal, every baggage cart, and out of guns all but six, which were intentionally left behind to fire till the last minute and were then destroyed, have been embarked from Suva and Anzac under the very nose of the unsuspecting Turk. The biggest bluff in the history of the war has been brought off. A new record has been set up, and the British Army and Navy, working hand in hand, have set up a joint triumph of organization which will last long in the annals of war.

Whatever the fruits of this Dardanelles campaign may prove to have been, it will always stand out in any military record for two things—the gallantry of the first landings and the skillfulness of this evacuation. Hard fighting is often the test by which you judge the credit of a successful offensive, but sheer unaccountableness is the best indication of the efficiency with which a retirement has been organized.

There is no harm in saying now, when it is all over, that the price of the success of this operation, less skilfully conducted, might well have been a desperate rearguard action. Every preparation was made for fighting such an action, if necessary, and most people expected it. Yet as it was, we made our deliberate preparations and deliberately carried them out under the unsuspecting gaze of the Turk. All these masses of men and material were brought down in an extraordinarily short space of time to Anzac and Suva.

When they were all away, and it was as sure as careful search and tally could make it that not a single man was left behind, the few stores we did not bring away were set on fire. They were chiefly bully beef, a very small proportion of the supply which is habitually kept there. Next, the breakwaters, which we had built of old hulks, were smashed by shellfire at short range from the ships. And though the marching down and embarking of the troops was stealthily done, this store-burning and pier-smashing must have been seen and heard by every Turk in the Peninsula.

Yet even then the Turks, though puzzled, apparently never realized that anything unusual was going on, and as this ship was steaming away this morning, when all had been over for some hours, the Turkish gunners in an erratic way had begun as the sun rose to shell the beaches and places like Hill Ten, which were formerly our artillery positions, though not so much as a mess-room cat was there.

LORD KITCHENER'S SURVEY.

The decision to leave Suva and Anzac was reached after long deliberation. The final word in an operation of this magnitude comes from home, and it was given there on Lord Kitchener's return from the Dardanelles. During his visit to the scene of operations here Lord Kitchener not only met and discussed the position with General Monro and the generals commanding under him, but came ashore himself, both at Suva and Anzac, and climbed at each place to an observation post where the actual geographical and military characteristics of the problem lay before his eyes. Whatever his views were before he came to the Peninsula, it is certain that Lord Kitchener himself went home to London convinced that evacuation here was the wisest course, and in this judgment he was in accord with the conclusion which responsible generals on the spot had reached.

To understand what this operation implied you need to consider the situation at Anzac and Suva as Lord Kitchener found it when he climbed up to Russell's Top at Anzac, and to the old corps observation station at Suva on November—. He had before his eyes at those two places a continuous front of some 12 miles from the left of Suva to the right of Anzac, along which we were locked with the enemy in a close embrace of parallel trenches, and a more variegated, eventful, and confusing line of trenches it would be difficult to imagine. Nature had far more to do with siphoning them than the arts of military engineering. Some ran along the top of sheer facts of rock 800ft. above sea-level, some almost below it in the flat and marshy plain; some had only seven yards of neutral ground separating them from the enemy's parapet, others were half a mile away from the Turkish lines. It was a front that twisted and turned in all sorts of awkward angles, making a bewildering series of unscientific but inevitable salients and re-entrants.

ANZAC AND SUVA POSITIONS. In a country where Nature is so unmethodical in her designs we could not afford to be too particular, and the variety of our positions was such that, while one trench would be so low-lying that to upset a mess-tin would almost inundate it, there would be trenches in the same division less than half a mile away only approachable by such steep steps cut through the dry rock that officers there would count themselves lucky if they could be allowed a half-gill of water for the whole process of bathing, shaving, and washing.

Along most of this line the advantage of the artillery position is with the Turks, who hold the entire length of the mountain chain that barred our view to the eastward. At Anzac, where this chain draws close up to the sea, we disputed the ridge with them, each clinging to one side.

Anzac, the southern section of the joint position we have just evacuated, is one of the two places where we first landed in the Gallipoli Peninsula. The Australians and the New Zealanders forced their way ashore there on April 25th, and on the first day drove the Turks off the ridges overlooking the beach which we had held from then till this morning. It was first distinguished as Gaba Tepe, the name of the cape to the north of which the Australians landed; but it was not long in taking the rebus name of Anzac, made up of the initials of the words "Australian and New Zealand Army Corps." There was fierce fighting here in the early days, and trench warfare has gone on uninterruptedly, for the lines are so close set, as they are on the

crest of the sharp ridge, that even "rest pillows"—if such a name can be given to the tiers, dug-outs, and caves cut in the face of the sheer cliff—were within short range of a trench mortar, if not of a hand-thrown bomb, and the Australians, who had a far more keenly-developed taste for fighting than their enemies, harassed the Turk night and day.

The Suva left wing position, just given up, was partly the result of an independent landing on August 6th, but Anzac joined herself up with her new neighbour by hard fighting, lasting several weeks, along the coastal ridges to the north. Both Anzac and Suva have grave disadvantages as positions to be held against an enemy, but the actual features of each are largely the converse of those of the other.

Suva is a place of broad spaces, commanded at long range by artillery; Anzac is cramped and small, and under fire at short range to snipers. At Suva you can get about on a horse, or even, by keeping to the roads which we have made, in a motor-car; at Anzac the only kind of transport that would be any good to you would be a cog-wheel railway. The Turks can see you almost anywhere at Suva; but only at a distance of five miles or so through glasses; at Anzac they get glimpses of you just from one or two points, but the "Snipers' Nest," for instance, which is one of those points, is only 800 yards from the beach.

In the rear of the 12-mile front along which we were disposed were three beaches, where we had made it possible on that harbourless and wind-swept coast to land and embark troops and guns.

To the inexperienced eye indeed the arrangements we had made there had the air of being themselves the haphazard product of a gigantic disaster. At Suva especially the shore is dotted with calamitous-looking, stranded wrecks, canted pathetically on their sides. Some of these, however, are hulks filled with sand and carefully sunk to serve as breakwaters. Others are used as jetties for ships to come alongside.

Besides these there were small wooden stages at Suva, at Lada Baba, and at Anzac. It needed nothing more than a brisk southerly gale to smash some of these jetties, as they were smashed by the hurricane at the end of November, while even if they stood firm, a heavy swell on the sea would have been sufficient to make it difficult to embark guns or take off troops—such a gale indeed sprang up 24 hours after the evacuation was completed.

The fact that the weather which did prevail was entirely calm and in every way as perfect as could have been imagined, counted for an immense part in the success of the undertaking. By the time the order came from home which set the machinery in motion, the moon, indeed, was giving a good deal of light, and it was within a couple of days of full when the final clearance was actually made.

INCREDIBLE DIFFICULTIES.

When you reflect on all these possible sources of trouble, if not disaster, when you remember that the lives of several scores of thousands of men and large quantities of valuable guns, stores, and equipment, to say nothing of prestige, were at stake; when you think of all the minute arrangements as to times, places, and procedure that had to be made, and of the courage, resource, and initiative that were required of individual officers in meeting emergencies that made the recasting of details necessary at a moment's notice; when you imagine the close harmony and co-operation that had to be maintained, not only between the Army and Navy, but between the Army Corps, the different divisions, and the different brigades by men living in narrow dug-outs, with shells bursting casually on the beach outside them every day; and when you bear in mind that every step in the whole process had to be carried out in the face of a strong enemy within direct view of the greater part of the places where the work was actually being carried on, you will appreciate something of the burden that has weighed upon our Staff at the Peninsula.

Yet, moving about as I have in the last fortnight from one point to another of our positions, I have nowhere seen a sign of nervousness or confusion. Coolness and confidence were the habit everywhere, from the sapper lying out in front of our wire at night, scooping a hole for a mine 30 yards from a Turkish trench, to an M.L.O. or a N.T.O. on an occasionally bombarded beach controlling the confusing movements of the motley fleet of trawlers, transports, pinnaces, and lighters, or marshalling men, mules, motor-cars, guns, and packing cases in congested space, and in the dark so that each unit, man, animal or thing, should be there in the proper place and at the right time to go aboard. With quiet efficiency, with regularity, even without noise, it was done. It may be said that the only "fighting" that took place in connection with the embarkation was that which occurred in these Australian brigades to decide who should have the privilege of staying to the last. Many men paraded before their commanding officers to protest vigorously against being ordered to go on board the transports while men who had arrived on the Peninsula after themselves were allowed to stay an hour or two longer with the rearguard. The 200 men who formed this ultimate rearguard at Suva had been the first to land there in August and, suffering heavily, had set foot ashore almost on the very same spot where last night they held the final barrier until the work of embarking the last details was completed.

GERMAN HUMANITY LEAGUE.

IMPEACHMENT OF THE KAISER.

The German Humanity League in a Christmas manifesto appeals to Germans to end the War, and adds:—"To-day the German name is the scorn of civilisation, and the German flag has become a badge of infamy, while our chivalry is buried in the village grave plots of Flanders. Germany must restore her character and win back the honour which has been forfeited by barbarous cruelty and insatiable lust. Napoleon failed. The Kaiser must fail. There will be no peace until he is deposed from a throne which is fouled, and until his fellow conspirators have met their fate at the hands of the executioner."

POST OFFICE NOTICE.

Correspondence addressed to enemy subjects in China, Siam, Persia and Morocco cannot be transmitted.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

OUTWARD MAILS.

FOR	PAID	DATE
Fort Bayard	American	Tuesday, 8th, 9.00 A.M.
Fort Bayard and Haiphong	Hanoi	Tuesday, 8th, 9.00 A.M.
Fort Bayard	Hanoi	Tuesday, 8th, 11.00 A.M.
Swatow, Amoy and Foochow	Hat Hong	Tuesday, 8th, 1.00 P.M.
Shanghai and North China	Peiching	Tuesday, 8th, 1.00 P.M.
Straits and India via Calcutta	Katung	Tuesday, 8th, 2.00 P.M.
Shanghai and North China	Anhui	Tuesday, 8th, 2.00 P.M.
(EUROPE via SIBERIA)	Registration	2.15 P.M.
(Shanghai Brit. P.O. Saturday, 12th Feb.)	Letters	3.00 P.M.
Saigon	Phoumpet	Wednesday, 9th, 9.00 A.M.
Japan via Kobe	Yokohama	Wednesday, 9th, 9.00 A.M.
Philippines Islands	Shanghai	Wednesday, 9th, 3.00 P.M.
SHANGHAI, NORTH CHINA, & JAPAN via	Atlantic	Wednesday, 9th, 4.15 P.M.
Kobe	Letters	5.00 P.M.
(EUROPE via SIBERIA)	Registration	4.15 P.M.
(Shanghai British P.O. Monday, 14th Feb.)	Letters	5.00 P.M.
Swatow, Amoy and Formosa via Tamsui	Katung	Thursday, 10th, 9.00 A.M.
Straits, Ceylon, Darban, Cape Town,	Atsuta	Thursday, 10th, 11.00 A.M.
Tenerife and London	Masung	Thursday, 10th, 11.00 A.M.
Swatow, Amoy and Foochow	Hat Hong	Thursday, 10th, 1.00 P.M.
Swatow, Amoy and Foochow	Port	Thursday, 10th, 1.00 P.M.
Swatow, Amoy and Foochow	Port	Thursday, 10th, 1.00 P.M.
Shanghai and North China	Peiching	Thursday, 10th, 2.00 P.M.
(EUROPE via SIBERIA)	Registration	2.15 P.M.
(Shanghai Brit. P.O. Monday, 14th Feb.)	Letters	3.00 P.M.
Straits and India via Calcutta	Namsang	Friday, 11th, 1.00 P.M.
SWATOW, AMOY, AND FORMOSA, ADRIAN, WESTERN AUSTRALIA, INDIA, ADE, EGYPT AND EUROPE	Sardina	Friday, 11th, 1.15 P.M.
The Parcel Mail will be closed on 10th Feb. at 5 P.M.	Letters	2.00 P.M.
Japan via Nagasaki	Tango	Saturday, 12th, 9.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN via	China	Saturday, 12th, 10.15 A.M.
NAGASAKI, HONKULU, NORTH-SOUTH AMERICA, CANADA, via SAN FRANCISCO, and UNITED KINGDOM via CANADA	Registration	11.00 A.M.
(EUROPE via SIBERIA)	Letters	11.00 A.M.
(Shanghai Brit. P.O. Wednesday, 16th Feb.)	Letters	11.00 A.M.
Shanghai and North China	Choyang	Saturday, 12th, 8.00 P.M.
Swatow, Amoy and Formosa via Tamsui	Daigai	Sunday, 13th, 9.00 A.M.
Japan via Nagasaki and San Francisco	Tyondari	Monday, 14th, 11.00 A.M.
Swatow, Amoy and Foochow	Tjikini	Monday, 14th, 2.00 P.M.
Philippines Islands, Australia, and New Zealand via Thursday	Sungshing	Tuesday, 15th, 9.00 A.M.
Swatow, Amoy and Foochow	Aki	Tuesday, 15th, 10.00 A.M.
Philippines Islands	Huichow	Tuesday, 15th, 2.00 P.M.
Australia, Tasmania, New Zealand, via Port Darwin, New Guinea via Thursday Island	Taiyuan	Registration, 19.15 A.M.
Letters	Letters	11.00 A.M.

* Superscribed correspondence only

LOCAL AND REGULAR MAILS OUTWARD.

FOR	ON WEEK-DAYS	ON SUNDAYS & HOLIDAYS
Tai O	9.30 A.M.	—
Tai Po	10.00 A.M.	9.00 A.M.
Chowung Chow	4.00 P.M.	—
Shataukok, Shatin and Shinghui	2.00 P.M.	—
Aberdeen, Autau, Ping Shan, Sai Kung, Santin, Stanley	4.00 P.M.	—
Canton, Wuchow and Samshui	7.30 A.M.	5.00 P.M.
	Regis. 5.00 P.M.	Letters 10.00 P.M.
Macao	7.15 A.M.	8.15 A.M.
	1.30 P.M.	—
Kongmoon	6.00 P.M.	5.00 P.M.
Nantau and Sennel	Except Saturdays	—
Shamchun	6.00 P.M.	5.00 P.M.
	10.00 A.M.	9.00 A.M.
	4.00 P.M.	—

From Sheungwan Western Branch P.O.

FOR	ON WEEK-DAYS	ON SUNDAYS & HOLIDAYS
Macao	7.30 A.M.	8.30 A.M.
Canton	7.30 A.M.	9.30 P.M.
	9.30 P.M.	—
Tai Ping Tung	7.00 A.M.	7.00 A.M.
Shek Ki	9.30 P.M.	9.30 P.M.
Kongmoon	6.15 P.M.	6.15 P.M.
Kauchook	6.00 P.M.	6.00 P.M.
Kauchook	6.00 P.M.	6.00 P.M.
	Except Saturdays	—

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.



From top to bottom of a House Hall's Distemper is the quickest, cleanest and most healthful form of decoration, as well as the one which conforms most to the requirements of modern fashion and good taste.

Hall's Sanitary Washable Distemper
(Trade Mark)

makes beautiful washable walls. It is applied with a white-wash brush, disinfected, and destroys all microbes, dries like flat paint, and sets hard as cement. It contains no lead and therefore does not discolour or turn black, nor crack, scale or peel off. Made in two qualities, for inside and outside work; sold and used by decorators everywhere.

Sample Shade Card and full particulars post free on application to

WILLIAM C. JACK & CO., LIMITED.
Sole Agents, South China.

COMMERCIAL.

CLOSING QUOTATIONS.

February 7th.

ON LONDON	Telegraphic Transfer	111 1/2
	Bank Bills, on demand	111 1/2
	Bank Bills, at 30 days' sight	111 1/2
	Bank Bills, at 4 months' sight	111 1/2
	Credit, at 4 months' sight	111 1/2
	Documentary Bills 4 months' sight	111 1/2
ON PARIS	Bank Bills, on demand	27 1/2
	Credit, at 4 months' sight	27 1/2
	GERMANY	100
	ON DEMAND	100
	NEW YORK	100
	Bank Bills, on demand	46 1/2
	Credit, at 60 days' sight	46 1/2
ON HONGKONG	Telegraphic Transfer	144 1/2
	Bank, on demand	144 1/2
ON CALCUTTA	Telegraphic Transfer	144 1/2
	Bank, on demand	144 1/2
ON SHANGHAI	Bank, at sight	7 1/2
	Private, 30 days' sight	7 1/2
ON YOKOHAMA	On demand	9 1/2
ON MANILA	On demand	9 1/2
ON SINGAPORE	On demand	9 1/2
ON BATAVIA	On demand	11 1/2
ON HATYONG	On demand	3 1/2 p.m.
ON RAJAHMUNDRAM	On demand	3 1/2 p.m.
ON BANGALORE	On demand	7 1/2
	SOVEREIGNS, Bank's Buying Rate	10 1/2 p.m.
	GOLD LEAF, 100 fine, per teal	\$57.30
	BAR SILVER, per oz.	27 1/2

SUBSIDIARY COINS.

Hongkong, 20 cents piece, per cent.	\$ 8.75 discount.
Hongkong, 10 " " " "	\$ 8.70 " "
Canton, 20 " " " "	\$ 17.00 " "
Canton, 10 " " " "	\$ 16.00 " "

SHARE LIST.—QUOTATIONS.

HONGKONG, 7th FEBRUARY, 1916.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP	CLOSING QUOTA	RETURN ON RATIO
BANKS.—					
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$820, sales	6 p.c.
China Bank Corporation, Limited	50,000	\$12	all	\$815, buyers	6 p.c.
China Merchants Bank, Limited	50,000	\$12	all	\$810, buyers	6 p.c.
China and Foreign Bank, Ltd.	50,000	\$12	all	\$810, buyers	6 p.c.
China Insurance Co., Ltd.	200,000	\$10	all	\$810, buyers	7 p.c.
China Cotton Manufacturing Co., Ltd.	40,000	Tls. 50	all	T. 90, buy, buy	5 p.c.
Kong Yik Cotton S. & W. Co., Ltd.	100,000	Tls. 10	all	T. 13, sel. 1/3	5 p.c.
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 72, buyers	5 p.c.
Leong Kung Mow Cotton S. & W. Co., Ltd.	8,000	Tls. 100	all	Tls. 71, buyers	5 p.c.
Boychow Cotton S. & W. Co., Ltd.	20,000	Tls. 50	all	Tls. 43, buyers	5 p.c.
Swo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 141, buyers	5 p.c.
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$89, buyers	5 p.c.
DOCKS AND WHARVES.—					
H'kong & Whampoa Dock Co., Ltd.	60,000	\$50	all	\$74, buyers	4 1/2 p.c.
H'kong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$59, (old), buy	4 1/2 p.c.
SHAI DOCK AND ENGINEERING CO., LTD.	50,000	Tls. 100	all	\$84 (old), buy	4 1/2 p.c.
New Engineering & S. B. Works Ltd.	100,000	Tls. 8	all	T. 60, buyers	4 1/2 p.c.
SHAI and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 91, buyers	4 1/2 p.c.
Green Island Cement Co., Limited	400,000	\$10	all	\$101, sales	4 1/2 p.c.
Hongkong Electric Co., Limited	80,000	\$10	all	\$43, buyers	4 1/2 p.c.
Hongkong Hotel Company, Limited	20,000	\$50	all	\$115, buyers	4 1/2 p.c.
Hongkong Ice Company, Limited	5,000	\$25	all	\$150, buyers	4 1/2 p.c.
Hongkong Rope Manufacturing Co., Ltd.	50,000	\$10	all	\$30, buyers	4 1/2 p.c.
Hongkong Tramway Co., Ltd.	325,000	\$1	all	\$4.60	5 1/2 p.c.
INSURANCE.—					
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$415, sellers	5 1/2 p.c.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$152, buyers	5 1/2 p.c.
Hongkong Fire Insurance Co., Ltd.	8,000	\$250	\$50	\$410, sellers	5 1/2 p.c.
North China Insurance Co., Limited	10,000	\$10	all	Tls. 180	5 1/2 p.c.
Union Insurance Society, Limited	12,400	\$250	\$100	\$815	5 1/2 p.c.
Yonghe Insurance Association Ltd.	14,000	\$100	\$50	\$262 1/2, @ Ex 7 1/2	5 1/2 p.c.
LANDS AND BUILDINGS.—					
H'kong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$101 1/2	5 1/2 p.c.
Hongkong Central Estate, Ltd.	10,000	\$100	all	\$88	5 1/2 p.c.
Hongkong Land Reclamation Co., Ltd.	20,000	\$100	\$70	\$200	5 1/2 p.c.
Humphreys Estate and Finance Co., Ltd.	100,000	\$10	all	\$61, sales	6 p.c.
Kowloon Land and Building Co., Ltd.	70,000	Tls. 50	all	\$40, buyers	6 p.c.
Shanghai Land Investment Co., Ltd.	70,000	Tls. 50	all	Tls. 106	6 p.c.
West Point Building Co., Limited	42,500	\$50	all	\$84, buyers	6 p.c.
Manohappa & Co. (Mjia, Bombay)	250,000	Gda. 10	all	Tls. 38, buyers	6 p.c.
Landhouse exploitée in Langkat	—	—	—	—	—
MINE.—					
Gold Coast Oil Corp., Ltd.	1,000,000	\$1	all	\$8.6, sellers	7 p.c.
China Engineering and M. Co., Ltd.	1,000,000	\$1	all	\$8.6, buyers	7 p.c.
Ramb Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$3.30, buyers	7 p.c.
Trench Mines, Limited	100,000	\$1	all	\$27, buyers	7 p.c.
Pink Tramways Co., Limited	25,000	\$10	all	\$10, buyers	7 p.c.
REFINING.—					
China Sugar Refining Co., Limited	20,000	\$100	all	\$132, buyers	7 p.c.
Union Sugar Refining Co., Limited	7,000	\$100	all	\$37, sellers	7 p.c.
STEAMSHIP COMPANIES.—					
Donghai Steamship Co., Limited	20,000	\$50	all	\$130, buy, Mar.	4 1/2 p.c.
H'kong, Canton & Macao S.S. Co., Ltd.	50,000	\$15	all	\$21, buyers	4 1/2 p.c.
INDO-CHINA STEAM NAVIGATION CO., LTD.	60,000 pref. 60,000 def.	\$5	all	comb. \$185, buy.	7 1/2 p.c.
Skell Transport & Trading Co., Ltd.	4,047,610	\$1	all	\$2, buyers	4 1/2 p.c.
Star Ferry Company, Limited	40,000	\$10	all	\$36, buyers	4 1/2 p.c.
South China Morning Post, Limited	5,000	\$25	all	\$29	7 p.c.
Steam Laundry Company, Limited	20,000	\$5	all	\$3.80	7 p.c.
STOCKS AND DISPENSARIES.—					
Powell, Wm., Limited	21,000	\$7	all	\$5, sellers	7 p.c.
Watson & Co., A. S., Limited	50,000	\$10	all	\$5, sales	6 p.c.
Union Waterboat Co., Limited	10,000	\$1	all	\$16	6 p.c.

LOANS.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1896.	Tls. 767,200.	Tls. 250	7 1/2 p. annum	Per.

FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &c., and for

PRIVATE RESIDENCE AT THE OUTPOSTS, A Comprehensive and Complete Record of the NEWS OF THE FAR EAST is given in the HONGKONG WEEKLY PRESS.

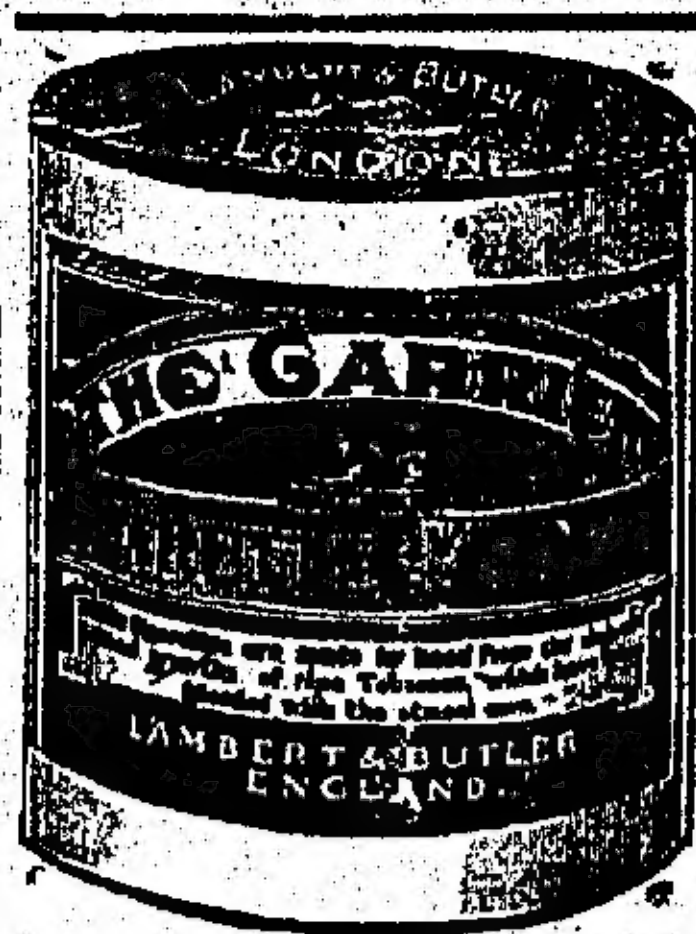
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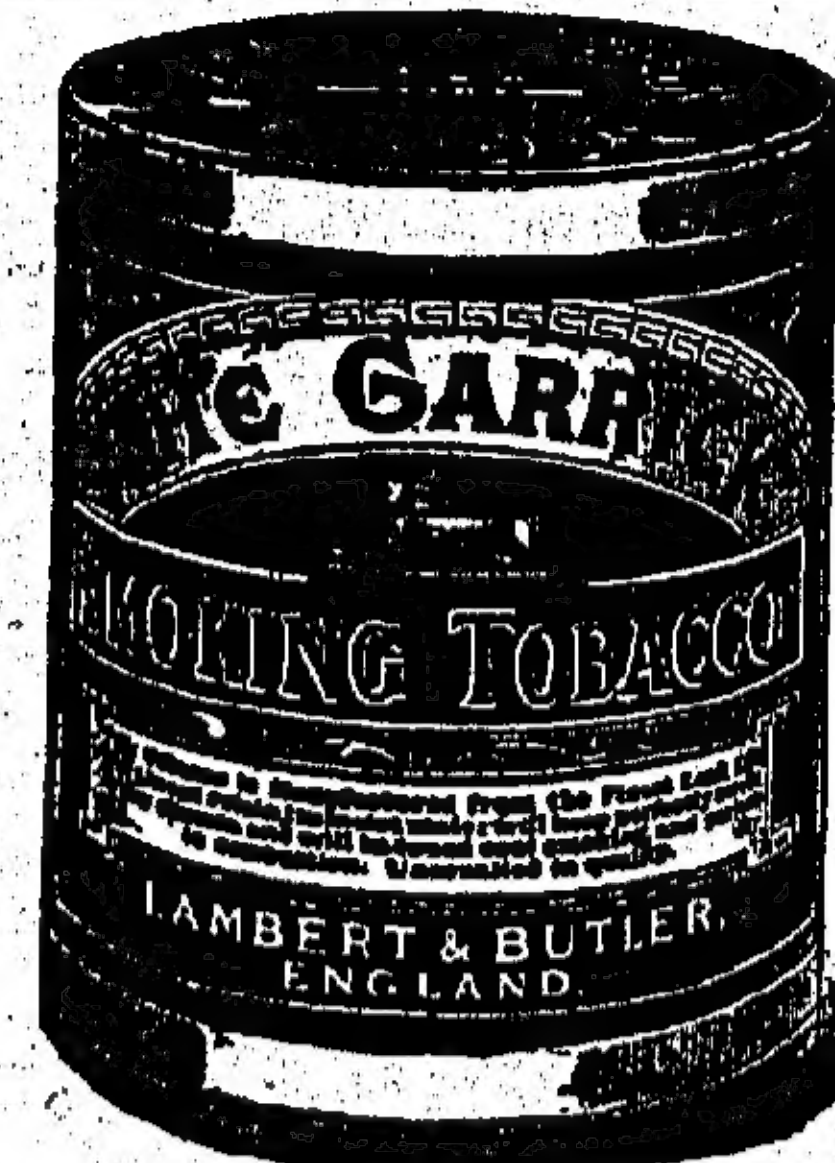
Hongkong, 31st December, 1915.



GARRICK CIGARETTES

85 Cents a tin.

HAND-MADE VIRGINIA CIGARETTES OF THE BEST QUALITY.



\$1.25 for 1 lb.

airtight tin.

\$1.25 for 1 lb.

airtight tin.

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital ... \$16,000,000
Reserve Funds ... \$15,000,000
Sterling ... \$15,000,000
Silver ... \$15,000,000
Reserve Liability of Proprietors ... \$15,000,000

COURT OF DIRECTORS:
Hon. Mr. D. L. LINDSAY, Chairman.
W. L. PATTERSON, Esq., Deputy Chairman.
G. T. M. Edkins, Esq., J. A. Plummer, Esq., U. S. Gubbay, Esq., Hon. Mr. E. Shullin.

CHIEF MANAGER:
Hongkong—N. J. STABE, Esq.
Shanghai—A. G. STEPHEN, Esq.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.
For 6 months, 2 1/2 per cent. per annum.
For 12 months, 3 per cent. per annum.

N. J. STABE, Chief Manager.
Hongkong, 11th November, 1914.

THE BANK OF CHINA, GOVERNMENT BANK.

(SPECIALY AUTHORIZED BY PRESIDENTIAL MANDATE OF 16th APRIL, 1913.)

Authorized Capital ... \$20,000,000
Paid-up Capital ... \$10,000,000

HEAD OFFICE.—PEKING.

BRANCHES AND SUB-BRANCHES.
SHANGHAI: NANKING: Chekiang, Yangchow, Wusien, Wuhu, Anching, Tating, Tsin-Kiang, Soochow, HANKOW: Shashi, Tchang, Nanchang, Tientsin, Peking, Tongshan, Luanchow, Tanghsien, Hsin-tai, HONGKONG: Wenchow, Shachin, Chibahai, Lanohi, Hukow, Ningpo, KAIYANG: Changteh, Shingay, Loh, Chowkeu, TSIAN: Chowtsun, Tamsien, Linohi, Linting, Tientsin, Yitshu, Huiming, Chetoo, Tsingtao, TAIYUAN: Yancheng, Foochow, CHANGCHUN: Kirin, Moukden, Newchwang, Dairen, Harbin, Tientsin, Tieling, Chinchow, Anking, CANTON: KOWLOON, PEKING: Kuohia, Suifu, etc., etc.

CANTON BRANCH:
Interest allowed on current account and Fixed Deposits. Terms on application. Every description of Banking business transacted; loans granted on approved securities. Special facilities for Home Exchange.

Hongkong, 13th October, 1914. [17]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE—LONDON.

Paid-up Capital ... \$1,200,000
Reserve Fund ... \$1,200,000
Reserve Liability of Proprietors ... \$1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

Wm. DICKSON, Manager.
Hongkong, 8th June, 1914. [132]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, N. J. STABE, Chief Manager.

Hongkong, 2nd November 1914. [10]

Printed and Published by HENRY ADOLPHUS CARTWRIGHT, of THE HONGKONG DAILY PRESS, LTD., at 104, Des Voeux Road Central, Victoria, Hongkong.

London Office 131, Fleet Street, E.C.